Introduction of Direct Train from Nagpur to Jaipur

4008. MISS SAROJ KHAPARDE: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the people of Vidarbha region of Maharashtra are demanding a direct train from Nagpur to Jaipur for quite a long period;

(b) if so, the details thereof;

(c) the details of the action taken so far by the Railways in this regard; and

(d) by when the train is likely to be flagged off; if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) and (b) Representations have been received including from Shri Rajendcr Khungar, President, Bhartiya Janata Party, Nagpur for introduction of a train between Nagpur and Jaipur.

(c) and (d) For the convenience of Jaipur-Nugpur Passengers, a weekly train between Madras and Jaipur via Nagpur is being introduced from October 96 Time Table.

Ministry's Quota for Admission in KVs

4009. SHRI GAYA SINGH: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether it is a fact that his Ministry have some quota for admission in Kendriya Vidyalayas which is unaffected even after judicial intervention;

(b) if so, the details thereof and the reasons therefor;

(c) whether it is a fact that this quota has recently been introduced while Ministers and M.Ps, have been denied their due; and

(d) if so, the justification therefor?

THE MINISTER OF STATE IN THE DEPARTMENT OF EDUCATION IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI MUHI RAM SAIKIA): (a) to (d) As per decision taken by the Board of Governors of Kendriya Vidyalaya Sangathan 100 seats are provided to children of the employees of Ministry of Human Resource Development from August, 1990 and 25 seats for children of the employees of Ministry of External Affairs/Research & Analysis Wing from July 1989. No other quota has been introduced recently.

राजधानी एक्सप्रेस को सूरत में ठहराव दिया जाना

4010. श्री रामजी लाल: क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार को राजधानी एक्सप्रेस (दिल्ली-बम्बई) को सूरत में ठहराव (हॉल्ट) दिये जाने हेतु कोई अनुरोध प्राप्त हुआ है;

(ख) क्या सरकार को इस बात की जानकारी है कि सूरत एक मुख्य औद्योगिक नगर है और यहां सम्पूर्ण देश तथा विदेशों से लोग आते हैं; और

(ग) यदि हां, तो सरकार राजधानी एक्सप्रेस को सूरत में कब तक ठहराव (होल्ट) देना आरंभ करने का विचार रखती है?

रेल मंत्रालय में राज्य मंत्री (श्री सतपाल महाराज): (क) जी हां।

(ख) और (ग) 2953/2954 अगस्त क्रान्ति राजधानी एक्सप्रेस सूरत स्टेशन पर पहले ही ठहरती है।

Target for production of fertilisers during the Eighth Plan

4011. SHRl BHAGABAN MAJH1: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) the target set for the production of different kinds of fertilisers during the Eighth Plan;

(b) the achievement made in that regard so far; and

(c) the steps taken to increase the production of fertilisers?

THE MINISTER OF STATE OF THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI SHEES RAM OLA): (a) The target set in the Eighth Five Year Plan document for the production of fertilizers in the terminal year of the of Plan was 98.00 lakh tonnes of nitrogen and 30.00 lakh tonnes of phosphate in terms of nutrients.

(b) The production of fertilizers nutrients in the first four years of the Eighth Plan has been as follows:

(Lakh Tonne)

Year	Nitrogen	Phosphate
1992-93	74.30	23.06
1993-94	72.31	18.16
1994-95	79.45	24.93
1995-96	87.77	25.58

(c) The following steps have been taken to increase the production of fertilizers:

(i) The domestic urea industry is supported through the retention price-cum-subsidy scheme.

(ii) Assistance is provided to the fertilizer industry for securing linkages of feedstock, fuel and rail movement.

(iii) Liquid petroleum products used as feedstock and fuel in fertilizer plants are supplied at concessional prices.

(iv) AS a part of Government's liberalisation policy, no industrial licence is now required for setting up a fertilizer plant.

(v) Investment in the fertilizer sector is encouraged, inter-alia, through concession on supplies of capital goods for ' the fertilizer industry in the form of import duty exemption and deemed export benefits, as well as interest rate concession on long-term loans raised by fertilizer units.

(vi) The rate of special concession on indigenously manufactured DAP has been enhanced with effect from 6.7.1996 from Rs. 1000/- per tonne to Rs, 3000/- per tonne. The concession on the imported potash content has been raised from Rs. 1000/- per tonne of MOP to Rs. 1500/- per tonne A proportionate increase in the rate of concession has been allowed in respect of al! complex fertilizers. In respect of SSP. the rate of special concession has been enhanced from Rs. 340/- per tonne ic Rs. 500/- per tonne.

The central public/cooperative secto: fertilizer units have adopted the following strategy to augment the production and the availability of fertilizers;

(i) Expansion / retrofitting / re-vamping of existing fertilizer plans;

(ii) Overcoming the constraints in the availability of natural gas by setting up naphtha-based fertilizer plants and installing dual fuel/feedstock facilities in the existing plants and projects under implementation;

(iii) Setting up of joint venture projects in countries having abundant and cheap raw material resources.

Budgetary support has also been provided to the sick fertilizer undertakings in the central public sector to enable them to sustain their production.